

Commercial.

THIS DAY.

There is nothing to report from the Share Market to-day, the monthly settlements occupying the sole attention of the brokers and share speculators.

SHARES.

Hongkong and Shanghai Bank—Ex New Issue—163 per cent. premium.
 Hongkong and Shanghai Bank—New Issue—161 per cent. premium.
 Union Insurance Society of Canton—\$650 per share, sellers.
 China Trade Insurance Company—\$475 per share, buyers.
 North China Insurance—Tls. 1,500 per share, sellers.
 Canton Insurance Company, Limited—\$120 per share, sellers.
 Yangtze Insurance Association—Tls. 107 per share, sellers.
 Chinese Insurance Company—\$222 per share, buyers.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$1,350 per share, buyers.
 China Fire Insurance Company—\$378 per share, sellers.
 Hongkong and Whampoa Dock Company—56 per cent. premium, buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$51 per share, premium, sellers.
 China and Manila Steam Ship Company—120 per share.
 Hongkong Gas Company—\$80 per share.
 Hongkong Hotel Company—\$165 per share, sellers.
 Indo-China Steam Navigation Company, Limited—15 per cent. ditto, sellers.
 China Sugar Refining Company, Limited—\$205 per share, sales.
 China Sugar Refining Company (Debtors)—2 per cent. premium.
 Luzon Sugar Refining Company, Limited—\$70 per share, sales and buyers.
 Hongkong Ice Company—\$163 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
 Chinese Imperial Loan of 1878—12 per cent. prem. ex. int.
 Chinese Imperial Loan of 1881—2 percent. prem.

EXCHANGE.

ON LONDON—Bank, T.T. 3/11
 Bank Bills, on demand 3/11
 Bank Bills, at 30 days sight 3/11
 Bank Bills, at 4 months sight 3/11
 Credits, at 4 months sight 3/11
 Documentary Bills, at 4 months sight 3/11 @ 3/8 1/2

ON PARIS—Bank, T.T. 4/8
 Credits, at 4 months sight 4/8
 ON BOMBAY—Bank, T.T. 2/4
 ON CALCUTTA—Bank, T.T. 2/4
 On Demand 2/4
 ON SHANGHAI—Bank, T.T. 7/1
 Private, 30 days sight 7/1

OPIUM MARKET—THIS DAY.

NEW MALWA.....per picul, \$530
 (Allowance, Tels 8.)
 OLD MALWA.....per picul, \$560
 (Allowance, Tels 10.)
 NEW PATNA.....per chest, \$602
 OLD PATNA (without choice) per chest.....\$610
 NEW BENARES (high touch) per chest, \$560
 NEW BENARES (low touch) per chest, \$555
 NEW PERSIAN.....per picul, \$825
 (Allowance, Tels 24.)
 OLD PERSIAN.....per picul, \$875
 (Allowance, Tels 8.)

HONGKONG TEMPERATURE.

(From Messrs. FALCONER & Co.'s Register).

(FROM MARRS, FALCONER & Co.'s REGISTER).		
YESTERDAY.		
Barometer—1 P.M.	.....	80 80
Barometer—4 P.M.	.....	81 81
Thermometer—1 P.M.	.....	81 81
Thermometer—4 P.M.	.....	82 82
Thermometer—7 P.M.	.....	81 81
Thermometer—10 P.M.	.....	79 79
Thermometer—P.M. (Wet bulb)	.....	78 78
Thermometer—P.M. (Wet bulb)	.....	78 78
To-day.		
Barometer—A.M.	.....	80 80
Barometer—P.M.	.....	80 80
Thermometer—A.M.	.....	81 81
Thermometer—P.M.	.....	81 81
Thermometer—A.M. (Wet bulb)	.....	79 79
Thermometer—P.M. (Wet bulb)	.....	78 78
Thermometer—Maximum	.....	81 81
Thermometer—Minimum (over night)	.....	81 81

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

Barometer	Thermometer	Direction of Wind	Force	Dry Thermometer	Wet Thermometer	Weather	Hour's Rain	Quantity fallen
29.80	80.0	SW	4	80.0	79.0	Cloudy	0.0	0.0
29.80	80.0	SW	4	80.0	79.0	Cloudy	0.0	0.0
29.80	80.0	SW	4	80.0	79.0	Cloudy	0.0	0.0
29.80	80.0	SW	4	80.0	79.0	Cloudy	0.0	0.0

Barometer, level of the sea in fathoms, and temperature in Fahrenheit degrees and tenths. In the thermometer in a shaded situation. Direction of Wind is registered every two points, N., N.E., E., S.E., S., S.W., W., N.W., N., etc. Force of Wind, 0 calm, 1 to 3 light breeze, 4 to 6 moderate breeze, 7 to 9 fresh, 10 to 12 strong, 13 to 15 storm, 16 to 18 violent, 19 to 24 hurricane, 25 to 30 typhoon, 31 to 36 cyclone, 37 to 40 hurricane, 41 to 45 typhoon, 46 to 50 cyclone, 51 to 55 hurricane, 56 to 60 typhoon, 61 to 65 cyclone, 66 to 70 hurricane, 71 to 75 typhoon, 76 to 80 cyclone, 81 to 85 hurricane, 86 to 90 typhoon, 91 to 95 cyclone, 96 to 100 hurricane, 101 to 105 typhoon, 106 to 110 cyclone, 111 to 115 hurricane, 116 to 120 typhoon, 121 to 125 cyclone, 126 to 130 hurricane, 131 to 135 typhoon, 136 to 140 cyclone, 141 to 145 hurricane, 146 to 150 typhoon, 151 to 155 cyclone, 156 to 160 hurricane, 161 to 165 typhoon, 166 to 170 cyclone, 171 to 175 hurricane, 176 to 180 typhoon, 181 to 185 cyclone, 186 to 190 hurricane, 191 to 195 typhoon, 196 to 200 cyclone, 201 to 205 hurricane, 206 to 210 typhoon, 211 to 215 cyclone, 216 to 220 hurricane, 221 to 225 typhoon, 226 to 230 cyclone, 231 to 235 hurricane, 236 to 240 typhoon, 241 to 245 cyclone, 246 to 250 hurricane, 251 to 255 typhoon, 256 to 260 cyclone, 261 to 265 hurricane, 266 to 270 typhoon, 271 to 275 cyclone, 276 to 280 hurricane, 281 to 285 typhoon, 286 to 290 cyclone, 291 to 295 hurricane, 296 to 300 typhoon, 301 to 305 cyclone, 306 to 310 hurricane, 311 to 315 typhoon, 316 to 320 cyclone, 321 to 325 hurricane, 326 to 330 typhoon, 331 to 335 cyclone, 336 to 340 hurricane, 341 to 345 typhoon, 346 to 350 cyclone, 351 to 355 hurricane, 356 to 360 typhoon, 361 to 365 cyclone, 366 to 370 hurricane, 371 to 375 typhoon, 376 to 380 cyclone, 381 to 385 hurricane, 386 to 390 typhoon, 391 to 395 cyclone, 396 to 400 hurricane, 401 to 405 typhoon, 406 to 410 cyclone, 411 to 415 hurricane, 416 to 420 typhoon, 421 to 425 cyclone, 426 to 430 hurricane, 431 to 435 typhoon, 436 to 440 cyclone, 441 to 445 hurricane, 446 to 450 typhoon, 451 to 455 cyclone, 456 to 460 hurricane, 461 to 465 typhoon, 466 to 470 cyclone, 471 to 475 hurricane, 476 to 480 typhoon, 481 to 485 cyclone, 486 to 490 hurricane, 491 to 495 typhoon, 496 to 500 cyclone, 501 to 505 hurricane, 506 to 510 typhoon, 511 to 515 cyclone, 516 to 520 hurricane, 521 to 525 typhoon, 526 to 530 cyclone, 531 to 535 hurricane, 536 to 540 typhoon, 541 to 545 cyclone, 546 to 550 hurricane, 551 to 555 typhoon, 556 to 560 cyclone, 561 to 565 hurricane, 566 to 570 typhoon, 571 to 575 cyclone, 576 to 580 hurricane, 581 to 585 typhoon, 586 to 590 cyclone, 591 to 595 hurricane, 596 to 600 typhoon, 601 to 605 cyclone, 606 to 610 hurricane, 611 to 615 typhoon, 616 to 620 cyclone, 621 to 625 hurricane, 626 to 630 typhoon, 631 to 635 cyclone, 636 to 640 hurricane, 641 to 645 typhoon, 646 to 650 cyclone, 651 to 655 hurricane, 656 to 660 typhoon, 661 to 665 cyclone, 666 to 670 hurricane, 671 to 675 typhoon, 676 to 680 cyclone, 681 to 685 hurricane, 686 to 690 typhoon, 691 to 695 cyclone, 696 to 700 hurricane, 701 to 705 typhoon, 706 to 710 cyclone, 711 to 715 hurricane, 716 to 720 typhoon, 721 to 725 cyclone, 726 to 730 hurricane, 731 to 735 typhoon, 736 to 740 cyclone, 741 to 745 hurricane, 746 to 750 typhoon, 751 to 755 cyclone, 756 to 760 hurricane, 761 to 765 typhoon, 766 to 770 cyclone, 771 to 775 hurricane, 776 to 780 typhoon, 781 to 785 cyclone, 786 to 790 hurricane, 791 to 795 typhoon, 796 to 800 cyclone, 801 to 805 hurricane, 806 to 810 typhoon, 811 to 815 cyclone, 816 to 820 hurricane, 821 to 825 typhoon, 826 to 830 cyclone, 831 to 835 hurricane, 836 to 840 typhoon, 841 to 845 cyclone, 846 to 850 hurricane, 851 to 855 typhoon, 856 to 860 cyclone, 861 to 865 hurricane, 866 to 870 typhoon, 871 to 875 cyclone, 876 to 880 hurricane, 881 to 885 typhoon, 886 to 890 cyclone, 891 to 895 hurricane, 896 to 900 typhoon, 901 to 905 cyclone, 906 to 910 hurricane, 911 to 915 typhoon, 916 to 920 cyclone, 921 to 925 hurricane, 926 to 930 typhoon, 931 to 935 cyclone, 936 to 940 hurricane, 941 to 945 typhoon, 946 to 950 cyclone, 951 to 955 hurricane, 956 to 960 typhoon, 961 to 965 cyclone, 966 to 970 hurricane, 971 to 975 typhoon, 976 to 980 cyclone, 981 to 985 hurricane, 986 to 990 typhoon, 991 to 995 cyclone, 996 to 1000 hurricane, 1001 to 1005 typhoon, 1006 to 1010 cyclone, 1011 to 1015 hurricane, 1016 to 1020 typhoon, 1021 to 1025 cyclone, 1026 to 1030 hurricane, 1031 to 1035 typhoon, 1036 to 1040 cyclone, 1041 to 1045 hurricane, 1046 to 1050 typhoon, 1051 to 1055 cyclone, 1056 to 1060 hurricane, 1061 to 1065 typhoon, 1066 to 1070 cyclone, 1071 to 1075 hurricane, 1076 to 1080 typhoon, 1081 to 1085 cyclone, 1086 to 1090 hurricane, 1091 to 1095 typhoon, 1096 to 1100 cyclone, 1101 to 1105 hurricane, 1106 to 1110 typhoon, 1111 to 1115 cyclone, 1116 to 1120 hurricane, 1121 to 1125 typhoon, 1126 to 1130 cyclone, 1131 to 1135 hurricane, 1136 to 1140 typhoon, 1141 to 1145 cyclone, 1146 to 1150 hurricane, 1151 to 1155 typhoon, 1156 to 1160 cyclone, 1161 to 1165 hurricane, 1166 to 1170 typhoon, 1171 to 1175 cyclone, 1176 to 1180 hurricane, 1181 to 1185 typhoon, 1186 to 1190 cyclone, 1191 to 1195 hurricane, 1196 to 1200 typhoon, 1201 to 1205 cyclone, 1206 to 1210 hurricane, 1211 to 1215 typhoon, 1216 to 1220 cyclone, 1221 to 1225 hurricane, 1226 to 1230 typhoon, 1231 to 1235 cyclone, 1236 to 1240 hurricane, 1241 to 1245 typhoon, 1246 to 1250 cyclone, 1251 to 1255 hurricane, 1256 to 1260 typhoon, 1261 to 1265 cyclone, 1266 to 1270 hurricane, 1271 to 1275 typhoon, 1276 to 1280 cyclone, 1281 to 1285 hurricane, 1286 to 1290 typhoon, 1291 to 1295 cyclone, 1296 to 1300 hurricane, 1301 to 1305 typhoon, 1306 to 1310 cyclone, 1311 to 1315 hurricane, 1316 to 1320 typhoon, 1321 to 1325 cyclone, 1326 to 1330 hurricane, 1331 to 1335 typhoon, 1336 to 1340 cyclone, 1341 to 1345 hurricane, 1346 to 1350 typhoon, 1351 to 1355 cyclone, 1356 to 1360 hurricane, 1361 to 1365 typhoon, 1366 to 1370 cyclone, 1371 to 1375 hurricane, 1376 to 1380 typhoon, 1381 to 1385 cyclone, 1386 to 1390 hurricane, 1391 to 1395 typhoon, 1396 to 1400 cyclone, 1401 to 1405 hurricane, 1406 to 1410 typhoon, 1411 to 1415 cyclone, 1416 to 1420 hurricane, 1421 to 1425 typhoon, 1426 to 1430 cyclone, 1431 to 1435 hurricane, 1436 to 1440 typhoon, 1441 to 1445 cyclone, 1446 to 1450 hurricane, 1451 to 1455 typhoon, 1456 to 1460 cyclone, 1461 to 1465 hurricane, 1466 to 1470 typhoon, 1471 to 1475 cyclone, 1476 to 1480 hurricane, 1481 to 1485 typhoon, 1486 to 1490 cyclone, 1491 to 1495 hurricane, 1496 to 1500 typhoon, 1501 to 1505 cyclone, 1506 to 1510 hurricane, 1511 to 1515 typhoon, 1516 to 1520 cyclone, 1521 to 1525 hurricane, 1526 to 1530 typhoon, 1531 to 1535 cyclone, 1536 to 1540 hurricane, 1541 to 1545 typhoon, 1546 to 1550 cyclone, 1551 to 1555 hurricane, 1556 to 1560 typhoon, 1561 to 1565 cyclone, 1566 to 1570 hurricane, 1571 to 1575 typhoon, 1576 to 1580 cyclone, 1581 to 1585 hurricane, 1586 to 1590 typhoon, 1591 to 1595 cyclone, 1596 to 1600 hurricane, 1601 to 1605 typhoon, 1606 to 1610 cyclone, 1611 to 1615 hurricane, 1616 to 1620 typhoon, 1621 to 1625 cyclone, 1626 to 1630 hurricane, 1631 to 1635 typhoon, 1636 to 1640 cyclone, 1641 to 1645 hurricane, 1646 to 1650 typhoon, 1651 to 1655 cyclone, 1656 to 1660 hurricane, 1661 to 1665 typhoon, 1666 to 1670 cyclone, 1671 to 1675 hurricane, 1676 to 1680 typhoon, 1681 to 1685 cyclone, 1686 to 1690 hurricane, 1691 to 1695 typhoon, 1696 to 1700 cyclone, 1701 to 1705 hurricane, 1706 to 1710 typhoon, 1711 to 1715 cyclone, 1716 to 1720 hurricane, 1721 to 1725 typhoon, 1726 to 1730 cyclone, 1731 to 1735 hurricane, 1736 to 1740 typhoon, 1741 to 1745 cyclone, 1746 to 1750 hurricane, 1751 to 1755 typhoon, 1756 to 1760 cyclone, 1761 to 1765 hurricane, 1766 to 1770 typhoon, 1771 to 1775 cyclone, 1776 to 1780 hurricane, 1781 to 1785 typhoon, 1786 to 1790 cyclone, 1791 to 1795 hurricane, 1796 to 1800 typhoon, 1801 to 1805 cyclone, 1806 to 1810 hurricane, 1811 to 1815 typhoon, 1816 to 1820 cyclone, 1821 to 1825 hurricane, 1826 to 1830 typhoon, 1831 to 1835 cyclone, 1836 to 1840 hurricane, 1841 to 1845 typhoon, 1846 to 1850 cyclone, 1851 to 1855 hurricane, 1856 to 1860 typhoon, 1861 to 1865 cyclone, 1866 to 1870 hurricane, 1871 to 1875 typhoon, 1876 to 1880 cyclone, 1881 to 1885 hurricane, 1886 to 1890 typhoon, 1891 to 1895 cyclone, 1896 to 1900 hurricane, 1901 to 1905 typhoon, 1906 to 1910 cyclone, 1911 to 1915 hurricane, 1916 to 1920 typhoon, 1921 to 1925 cyclone, 1926 to 1930 hurricane, 1931 to 1935 typhoon, 1936 to 1940 cyclone, 1941 to 1945 hurricane, 1946 to 1950 typhoon, 1951 to 1955 cyclone, 1956 to 1960 hurricane, 1961 to 1965 typhoon, 1966 to 1970 cyclone, 1971 to 1975 hurricane, 1976 to 1980 typhoon, 1981 to 1985 cyclone, 1986 to 1990 hurricane, 1991 to 1995 typhoon, 1996 to 2000 cyclone, 2001 to 2005 hurricane, 2006 to 2010 typhoon, 2011 to 2015 cyclone, 2016 to 2020 hurricane, 2021 to 2025 typhoon, 2026 to 2030 cyclone, 2031 to 2035 hurricane, 2036 to 2040 typhoon, 2041 to 2045 cyclone, 2046 to 2050 hurricane, 2051 to 2055 typhoon, 2056 to 2060 cyclone, 2061 to 2065 hurricane, 2066 to 2070 typhoon, 2071 to 2075 cyclone, 2076 to 2080 hurricane, 2081 to 2085 typhoon, 2086 to 2090 cyclone, 2091 to 2095 hurricane, 2096 to 2100 typhoon, 2101 to 2105 cyclone, 2106 to 2110 hurricane, 2111 to 2115 typhoon, 2116 to 2120 cyclone, 2121 to 2125 hurricane, 2126 to 2130 typhoon, 2131 to 2135 cyclone, 2136 to 2140 hurricane, 2141 to 2145 typhoon, 2146 to 2150 cyclone, 2151 to 2155 hurricane, 2156 to 2160 typhoon, 2161 to 2165 cyclone, 2166 to 2170 hurricane, 2171 to 2175 typhoon, 2176 to 2180 cyclone, 2181 to 2185 hurricane, 2186 to 2190 typhoon, 2191 to 2195 cyclone, 2196 to 2200 hurricane, 2201 to 2205 typhoon, 2206 to 2210 cyclone, 2211 to 2215 hurricane, 2216 to 2220 typhoon, 2221 to 2225 cyclone, 2226 to 2230 hurricane, 2231 to 2235 typhoon, 2236 to 2240 cyclone, 2241 to 2245 hurricane, 2246 to 2250 typhoon, 2251 to 2255 cyclone, 2256 to 2260 hurricane, 2261 to 2265 typhoon, 2266 to 2270 cyclone, 2271 to 2275 hurricane, 2276 to 2280 typhoon, 2281 to 2285 cyclone, 2286 to 2290 hurricane, 2291 to 2295 typhoon, 2296 to 2300 cyclone, 2301 to 2305 hurricane, 2306 to 2310 typhoon, 2311 to 2315 cyclone, 2316 to 2320 hurricane, 2321 to 2325 typhoon, 2326 to 2330 cyclone, 2331 to 2335 hurricane, 2336 to 2340 typhoon, 2341 to 2345 cyclone, 2346 to 2350 hurricane, 2351 to 2355 typhoon, 2356 to 2360 cyclone, 2361 to 2365 hurricane, 2366 to 2370 typhoon, 2371 to 2375 cyclone, 2376 to 2380 hurricane, 2381 to 2385 typhoon, 2386 to 2390 cyclone, 2391 to 2395 hurricane, 2396 to 2400 typhoon, 2401 to 2405 cyclone, 2406 to 2410 hurricane, 2411 to 2415 typhoon, 2416 to 2420 cyclone, 2421 to 2425 hurricane, 2426 to 2430 typhoon, 2431 to 2435 cyclone, 2436 to 2440 hurricane, 2441 to 2445 typhoon, 2446 to 2450 cyclone, 2451 to 2455 hurricane, 2456 to 2460 typhoon, 2461 to 2465 cyclone, 2466 to 2470 hurricane, 2471 to 2475 typhoon, 2476 to 2480 cyclone, 2481 to 2485 hurricane, 2486 to 2490 typhoon, 2491 to 2495 cyclone, 2496 to 2500 hurricane, 2501 to 2505 typhoon, 2506 to 2510 cyclone, 2511 to 2515 hurricane, 2516 to 2520 typhoon, 2521 to 2525 cyclone, 2526 to 2530 hurricane, 2531 to 2535 typhoon, 2536 to 2540 cyclone, 2541 to 2545 hurricane, 2546 to 2550 typhoon, 2551 to 2555 cyclone, 2556 to 2560 hurricane, 2561 to 2565 typhoon, 2566 to 2570 cyclone, 2571 to 2575 hurricane, 2576 to 2580 typhoon, 2581 to 2585 cyclone, 2586 to 2590 hurricane, 2591 to 2595 typhoon, 2596 to 2600 cyclone, 2601 to 2605 hurricane, 2606 to 2610 typhoon, 2611 to 2615 cyclone, 2616 to 2620 hurricane, 2621 to 2625 typhoon, 2626 to 2630 cyclone, 2631 to 2635 hurricane, 2636 to 2640 typhoon, 2641 to 2645 cyclone, 2646 to 2650 hurricane, 2651 to 2655 typhoon, 2656 to 2660 cyclone, 2661 to 2665 hurricane, 2666 to 2670 typhoon, 2671 to 2675 cyclone, 2676 to 2680 hurricane, 2681 to 2685 typhoon, 2686 to 2690 cyclone, 2691 to 2695 hurricane, 2696 to 2700 typhoon, 2701 to 2705 cyclone, 2706 to 2710 hurricane, 2711 to 2715 typhoon, 2716 to 2720 cyclone, 2721 to 2725 hurricane, 2726 to 2730 typhoon, 2731 to 2735 cyclone, 2736 to 2740 hurricane, 2741 to 2745 typhoon, 2746 to 2750 cyclone, 2751 to 2755 hurricane, 2756 to 2760 typhoon, 2761 to 2765 cyclone, 2766 to 2770 hurricane, 2771 to 2775 typhoon, 2776 to 2780 cyclone, 2781 to 2785 hurricane, 2786 to 2790 typhoon, 2791 to 2795 cyclone, 2796 to 2800 hurricane, 2801 to 2805 typhoon, 2806 to 2810 cyclone, 2811 to 2815 hurricane, 2816 to 2820 typhoon, 2821 to 2825 cyclone, 2826 to 2830 hurricane, 2831 to 2835 typhoon, 2836 to 2840 cyclone, 2841 to 2845 hurricane, 2846 to 2850 typhoon, 2851 to 2855 cyclone, 2856 to 2860 hurricane, 2861 to 2865 typhoon, 2866 to 2870 cyclone, 2871 to 2875 hurricane, 2876 to 2880 typhoon, 2881 to 2885 cyclone, 2886 to 2890 hurricane, 2891 to 2895 typhoon, 2896 to 2900 cyclone, 2901 to 2905 hurricane, 2906 to 2910 typhoon, 2911 to 2915 cyclone, 2916 to 2920 hurricane, 2921 to 2925 typhoon, 2926 to 2930 cyclone, 2931 to 2935 hurricane, 2936 to 2940 typhoon, 2941 to 2945 cyclone, 2946 to 2950 hurricane, 2951 to 2955 typhoon, 2956 to 2960 cyclone, 2961 to 2965 hurricane, 2966 to 2970 typhoon, 2971 to 2975 cyclone, 2976 to 2980 hurricane, 2981 to 2985 typhoon, 2986 to 2990 cyclone, 2991 to 2995 hurricane, 2996 to 3000 typhoon, 3001 to 3005 cyclone, 3006 to 3010 hurricane, 3011 to 3015 typhoon, 3016 to 3020 cyclone, 3021 to 3025 hurricane, 3026 to 3030 typhoon, 3031 to 3035 cyclone, 3036 to 3040 hurricane, 3041 to 3045 typhoon, 3046 to 3050 cyclone, 3051 to 3055 hurricane, 3056 to 3060 typhoon, 3061 to 3065 cyclone, 3066 to 3070 hurricane, 3071 to 3075 typhoon, 3076 to 3080 cyclone, 3081 to 3085 hurricane, 3086 to 3090 typhoon, 3091 to 3095 cyclone, 3096 to 3100 hurricane, 3101 to 3105 typhoon, 3106 to 3110 cyclone, 3111 to 3115 hurricane, 3116 to 3120 typhoon, 3121 to 3125 cyclone, 3126 to 3130 hurricane, 3131 to 3135 typhoon, 3136 to 3140 cyclone, 3141 to 3145 hurricane, 3146 to 3150 typhoon, 3151 to 3155 cyclone, 3156 to 3160 hurricane, 3161 to 3165 typhoon, 3166 to 3170 cyclone, 3171 to 3175 hurricane, 3176 to 3180 typhoon, 3181 to 3185 cyclone, 3186 to 3190 hurricane, 3191 to 3195 typhoon, 3196 to 3200 cyclone, 3201 to 3205 hurricane, 3206 to 3210 typhoon, 3211 to 3215 cyclone, 3216 to 3220 hurricane, 3221 to 3225 typhoon, 3226 to 3230 cyclone, 3231 to 3235 hurricane, 3236 to 3240 typhoon, 3241 to 3245 cyclone, 3246 to 3250 hurricane, 3251 to 3255 typhoon, 3256 to 3260 cyclone, 3261 to 3265 hurricane, 3266 to 3270 typhoon, 3271 to 3275 cyclone, 3276 to 3280 hurricane, 3281 to 3285 typhoon, 3286 to 3290 cyclone, 3291 to 3295 hurricane, 3296 to 3300 typhoon, 3301 to 3305 cyclone, 3306 to 3310 hurricane, 3311 to 3315 typhoon, 3316 to 3320 cyclone, 3321 to 3325 hurricane, 3326 to 3330 typhoon, 3331 to 3335 cyclone, 3336 to 3340 hurricane, 3341 to 3345 typhoon, 3346 to 3350 cyclone, 3351 to 3355 hurricane, 3356 to 3360 typhoon, 3361 to 3365 cyclone, 3366 to 3370 hurricane, 3371 to 3375 typhoon, 3376 to 3380 cyclone, 3381 to 3385 hurricane, 3386 to 3390 typhoon, 3391 to 3395 cyclone, 3396 to 3400 hurricane, 3401 to 3405 typhoon, 3406 to 3410 cyclone, 3411 to 3415 hurricane, 3416 to 3420 typhoon, 3421 to 3425 cyclone, 3426 to 3430 hurricane, 3431 to 3435 typhoon, 3436 to 3440 cyclone, 3441 to 3445 hurricane, 3446 to 3450 typhoon, 3451 to 3455 cyclone, 3456 to 3460 hurricane, 3461 to 3465 typhoon, 3466 to 3470 cyclone, 3471 to 3475 hurricane, 3476 to 3480 typhoon, 3481 to 3485 cyclone, 3486 to 3490 hurricane, 3491 to 3495 typhoon, 3496 to 3500 cyclone, 3501 to 3505 hurricane, 3506 to 3510 typhoon, 3511 to 3515 cyclone, 3516 to 3520 hurricane, 3521 to 3525 typhoon, 3526 to 3530 cyclone, 3531 to 3535 hurricane, 3536 to 3540 typhoon, 3541 to 3545 cyclone, 3546 to 3550 hurricane, 3551 to 3555 typhoon, 3556 to 3560 cyclone, 3561 to 3565 hurricane, 3566 to 3570 typhoon, 3571 to 3575 cyclone, 3576 to 3580 hurricane, 3581 to 3585 typhoon, 3586 to 3590 cyclone, 3591 to 3595 hurricane, 3596 to 3600 typhoon, 3601 to 3605 cyclone, 3606 to 3610 hurricane, 3611 to 3615 typhoon, 3616 to 3620 cyclone, 3621 to 3625 hurricane, 3626 to 3630 typhoon, 3631 to 3635 cyclone, 3636 to 3640 hurricane, 3641 to 3645 typhoon, 3646 to 3650 cyclone, 3651 to 3655 hurricane, 3656 to 3660 typhoon, 3661 to 3665 cyclone, 3666 to 3670 hurricane, 3671 to 3675 typhoon, 3676 to 3680 cyclone, 3681 to 3685 hurricane, 3686 to 3690 typhoon, 3691 to 3695 cyclone, 3696 to 3700 hurricane, 3701 to 3705 typhoon, 3706 to 3710 cyclone, 3711 to 3715 hurricane, 3716 to 3720 typhoon, 3721 to 3725 cyclone, 3726 to 3730 hurricane, 3731 to 3735 typhoon, 3736 to 3740 cyclone, 3741 to 3745 hurricane, 3746 to 3750 typhoon, 3751 to 3755 cyclone, 3756 to 3760 hurricane, 3761 to 3765 typhoon, 3766 to 3770 cyclone, 3771 to 3775 hurricane,

For Sale

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE

QUARTS..... \$22 per Case.

Apply to **MELCHERS & Co.**
Hongkong, 2nd March, 1882.

FOR SALE.
EX STEAMSHIP "LAERTES."
A CONSIGNMENT OF HOCKING'S
PATENT FURSELMATED

THE BEST & CHEAPEST EVER MADE
Capable of Condensing Three Thousand
Gallons per day.

Apply to
G. FENWICK & Co.,
Victoria Foundry.
Hongkong, 25th April, 1883. [328]

FOR SALE CHEAP.

FIVE TO SIX HUNDRED TONS
C O K E
IN LOTS FROM ONE TON UPWARDS.
COAL TAR IN BARRELS.
CHOY CHEW,
230, PRAYA WEST
Hongkong 26th April 1882.

J. AND R. TENNENT'S ALE AND PORTER.
DAVID CORSAR & SONS'
MERCHANT NAVY
NAVY BOILED
LONG FLAX
CROWN
CANVAS.

ARNHOLD, KARBERG & Co.
Hongkong, 15th June, 1881. [469]

FOR SALE.

Ex. S.S. "YORKSHIRE" AND CONNECTING
STEAMERS FROM OPORTO.

A SMALL INVOICE OF SWEDISH

A SMALL INVOICE OF GUINNESS
WELL KNOWN
"3 GRAPES" PORT WINE.
Apply to **F. J. V. JORGE.**
Hongkong, 14th June, 1883. [466]

THE CITY OF MANILA CIGAR STORE
HAS FOR SALE

CIGARS of all Brands, Imperiales, Caballeros, Vagueros, Regalias, Londres, Nuevo Habanos of all makes, quality guaranteed. TOBACCO of all Brands, at moderate prices. FANCY GOODS from the Parisian markets, Meerschaum Pipes, Jewellery of Chaste Designs. Sun Hats, &c., &c. Commissions Executed.

JOSE M. BASA
No. 51, B, QUEEN'S ROAD, CENTRAL
Hongkong, 1st May, 1882. [343]

F. BLACKHEAD & CO

SHIPCHANDLERS, AND STORE-KEEPERS
GENERAL COMMISSION AGENTS,
PRAYA CENTRAL.

HAVE RECEIVED EX LATEST ARRIVALS.

AMERICAN CAST STEEL SHOVELS,
PICKS.
AXES.
HATCHETS.

ENGINEERS' & HOUSEHOLD HAMMERS.
PATENT BIT-BRACES.
AUGER-BITS.
DRILLS.
GIMBLETS.
SQUARES.
PATENT BRASS PADLOCKS &
CHEST LOCKS.

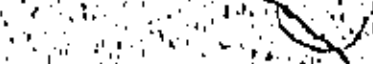
MRS. POTT'S PATENT SADRIRONS.
COOKING STOVES.
FAIRBANKS' SCALES.
FORCE PUMPS FOR SHIPS' USE.
DRILLING MACHINES.
BREAST DRILLS, AUTOM. BORING
TOOLS.
ANVILS, VICES, AND DRILLS COMBINED.
ANVILS.
VICES.
HITCHCOCK'S PATENT LAMPS.
GLASS CUTTERS.
SCROLL SAWS.
FAMILY GRINDSTONES.
BLACKSMITHS' BELLOWES.

Best WHITWORTH'S STOCK AND DIES.
SCREW WRENCHES.
PLANE IRONS.
CHISELS.
HAMMERS.
PINNERS.
NIPPERS.

RULES.
METAL SCISSORS.
METAL SAWS.
TUBE EXPANDERS.
OIL-FEEDERS.
OIL-CANS.
SALTER'S SPRING BALANCE SCALES.
WESTON'S PATENT TACKLES.
PATENT SOCKETS.
DISTRESS SIGNALS.
HOLMES' PATENT SIGNAL LIGHTS.
FOGHORNS.

SIGNAL LAMPS.
LIFE BUOYS.
LIFE BELTS.
BOTTLE WASHING AND CORKING-
MACHINES.
&c., &c., &c.

SPARKLING SCHARZHOFBERGER.
FLENSBURG STOCKBEER.
MARIENTHALER BEER.
VEUVE CLICQUOT PONSARDIN
CHAMPAGNE.
Hongkong, 7th October, 1882. [10



Intimations.

A. S. WATSON & CO.

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AERATED WATERS.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor," and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not necessarily for publication; but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

DEATHS.

At Lisbon, on May 16th, ALEXANDRINO GONZAGA DE MELO, eldest son of the Baron and Baroness do Cerco, aged 18 years. Friends will please accept of this intimation.

On the 21st May, at Woodville, Naim, ALEXANDER WILSON, late of Hongkong.

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 30, 1883.

It has been well said that education is the only interest worthy the deep, controlling anxiety of thoughtful mankind, and very properly the education of the people has been made a special feature in the programmes of the governments of all civilised nations. In Hongkong, education has always held a first place amongst the many questions of public importance handled by the Government and our local politicians, and has probably given rise to more differences of opinion, and excited greater discussion than any other subject affecting the interests of the community at large.

No doubt much has already been accomplished in the cause of education in this Colony; but notwithstanding the labors of many eminent men it must still be admitted that a vast deal yet remains to be done.

A few months ago we directed attention to the somewhat anomalous position occupied by the children of Hongkong residents of Portuguese extraction. In the matter of education in the language and literature of their mother tongue, and suggested that something might be done by the Government to remove what appeared to us a decided grievance. We believe we are correct in saying that the Portuguese language is not made a special branch of study in any of the Government Schools of Hongkong, and in consequence of this it is alleged, and not without just grounds, that a very large number of Portuguese children are growing up ignorant of their own classical language and with but a very imperfect acquaintance of English. Considering the advantages reaped by what we may term outside schools from the application of the Grant-in-aid scheme, it is with some diffidence we approach the question of the amount of responsibility actually incurred by the local Government in the education of what are termed alien races. However, when it is considered that the Portuguese residents form a very powerful section of our cosmopolitan community, pay their fair share of taxation, and lead reputable and praiseworthy lives as peaceable and well disposed subjects of Great Britain, we are inclined to think that beyond all outside advantages they may fairly claim to receive some special recognition as factors in the constitution of Hongkong, by their language and literature—allowed on all sides to be second to none in interest and importance—being taught in a Gov-

ernment School. There are Chinese classes in the Government Central School, and why should there not be Portuguese? Surely it must be admitted that the Portuguese subjects of the Crown have an equal right to consideration with those of Chinese parentage!

We are glad to observe that the subject, mooted by us months ago, has at last been taken up by the Macao press. Our worthy friend Dr. COELHO REAL, probably one of the most practical, well meaning and unselfish officials ever sent from Lisbon to the "Gem of the Orient Earth," has written a very sensible letter to the *Macanese*, dealing with the education of the natives of Macao in the national language. Our contemporary has taken the matter in hand, and in an article, a translation of which we publish in another column, offers several suggestions for the amelioration of this national disgrace. Frankly admitting the indisputable fact that the majority of the natives of Macao are ignorant of the language and literature which the mighty Camoens immortalised in his undying poem "The Lusad," that they are, in fact, what Consul General LOUREIRO with so very little tact publicly described them—so many parrots—talking only a sort of hybrid patois, we are not certain that we can altogether subscribe either to the *Macanese*'s ideas or suggestions, and we certainly cannot agree with what appears to be a somewhat unjust philippic against the Lisbon Government.

O *Macanese* says that nothing can be expected from the Portuguese Government, as it has, instead of advancing the interests of education, done much to retard its progress in Macao; and gives an opinion that the only way to remedy the present disgraceful state of affairs is by the wealthy Portuguese residents of Hongkong taking the matter firmly in hand and finding the means to pay for a female Portuguese teacher in the Italian Convent, and an efficient professor in St. Joseph's School. We are not disposed to accept the mere *ipse dixit* of the *Macanese* that the Lisbon Government has systematically retarded the progress of public education in Macao. And while admitting that the suggestion advanced is a good one, and, in the absence of other resources, worthy of serious consideration, it seems to us that there are other means of solving the difficult problem. Government aid should be tried first. The British Government has always been ready to make every possible concession in the interests of its alien colonial subjects. His Majesty Dom Luis has a European reputation as a *savant* and staunch advocate of the education of the people. Who can doubt that any representations of the Lisbon Government on this question would receive the most careful consideration of the Secretary of State. It is even possible that an appeal to head-quarters would not be required.

Sir GEORGE FERGUSON BOWEN, Governor of Hongkong, is a famous scholar as well as an enlightened statesman, and we are not damning Major THOMAS DE SOUZA ROSA with faint praise when we affirm that he is the most liberal minded and most promising ruler Macao has known during the present generation. Any reasonable representations that the Governor of Macao may consider it his duty to make on behalf of the Portuguese subjects living under the protection of the British flag, will assuredly receive the most favorable consideration. In our opinion the Portuguese citizens have a just claim to a Portuguese class in the Government Central School, and we shall hold that opinion until an appeal for such a concession has been formally and on comprehensible grounds rejected by the Hongkong Executive.

Apart altogether from direct Government aid, it seems to us that St. Joseph's College, which receives a substantial Government grant, would find it to its interest to have at least one efficient professor of the Portuguese language on its staff. It is surely a mistake to have the whole of the Christian Brothers, who are sent out to teach Portuguese children, natives of Italy! The Government grant is only given under certain conditions; the question arises—are these conditions faithfully adhered to? We do not for one moment hint that they are not. In fact, we have good reasons for believing that St. Joseph's College is second to no educational institution in the Colony—but would submit that a Portuguese class is an essential—for a seminary of this kind, and have the impression that this was one of the objects which induced Governor HENNESSY to fight so hard for this and the other outside schools.

We do not think the King of Portugal would refuse to listen to the people of Macao on this question, nor do we believe that the Lisbon Government would object to contributing towards a project for affording means to the rising generation to become acquainted with the language of their forefathers. The Portuguese Gov-

ernment is not rich, yet it can afford to pay a handsome stipend to a Consul General in this port—an official whose usefulness is, to say the least, extremely doubtful. It is said by those who ought to know that the Portuguese in Hongkong were as well looked after in the days when Macao was represented by an honorary consul—who received no salary—as they are with the present incumbent. This is no reflection on Mr. LOUREIRO's abilities; it only questions the necessity for the special office which that gentleman holds. Why should the comparatively large sum paid to a Consul, whose position is said to be something very like a sinecure, not be applied by the Lisbon Government in the cause of education? We leave our Macao contemporaries to answer the question.

Now that the matter has been again raised we trust that those whose duties and interests are involved, will persevere until their object has been attained. Whatever assistance we can lend will always be forthcoming. We admire the Portuguese race; we honor the great works they performed in the cause of civilisation in years gone by. And although by force of circumstances the greatness of the Portuguese nation has ceased to exist, and the energy and enterprise of her sons have received a check, there is still much in the national character worthy of praise. It would be little short of a national calamity to allow the descendants of those bold and skillful navigators who first opened out China to the western world, to forget the language, literature and traditions of their native land. And we feel confident that the patriotism of the Portuguese in Hongkong and Macao, and the liberal policy of Major DA ROSA, will never permit such a disgrace to fall on a nation which can justly claim to have been the pioneer of civilisation in the Far East.

TELEGRAMS.

THE TONKING QUESTION.

LONDON, 28th June.
The Marquis Tseng denies the statement that a settlement has been arranged by the Chinese Government surrendering the suzerainty of Annam.

LOCAL AND GENERAL.

We are informed by the Acting-Superintendent of the P. and O. S. N. Co. that the steamship *Khedive*, with the incoming English mail, left Singapore for this port on the 28th instant at 6 p.m.

GERMANY imports about four times as much grain as it exports, but its exports of iron and ironwares are six times as large as its imports, and exports of silk and silk goods twice as large as its imports.

H. HARTHELM, late Professor of Military History of Saint-Cyr, writes very enthusiastically about the French army, saying that France can have 3,000,000 armed and trained men in the field, and may now look upon her future without fear.

We read that Messrs. Alexander Field and Co., of the Aberdeen Granite Works, have been commissioned by the Queen to prepare a handsome grey granite monument to be erected over the grave of the late John Brown in Crathie Churchyard.

REPORTED to have happened in a Philadelphia city Court: "Have you anything to say why sentence should not be pronounced upon you?" asked the Judge. "Yes, your honor," replied the prisoner; "I didn't have a square trial. There was a cross-eyed man on the jury."

We hear that the U.S.S. *Trenton*, now being fitted out in New York, will be despatched some time in August, via Suva, to relieve the U.S.S. *Richmond* as flagship on the China station. It is rumored that Captain William P. McCann, who was president of the Court Martials in connection with the loss of the *Ashuelot*, will be the commander of the *Trenton*.

We learn from reliable sources that the "Vapor Correas del Marques de Campo," now running regularly between Barcelona via Liverpool and Manila intend to greatly augment their fleet with a view to running their steamers from the Philippines to San Francisco. It is anticipated that the greater portion of the hemp, sugar, tobacco and coffee shipped to America will be transported by this route, and it is also said that the Spanish Government intends to grant the enterprising Marquis a further subsidy to enable him to carry out his project with success.

INTELLIGENCE received at Lloyd's from their agent at Port-au-Prince, dated May 10, forwarded by cable from Jamaica, states that the Haytian man-of-war *Raynaud* and the Royal Mail Steam Packet Company's steamer *Dor* have been in collision. The former vessel sank, and the latter put into Port-au-Prince badly damaged, but has since repaired and proceeded.

A CELEBRATED singer, Mme. Le Rochois, was giving a younger companion in the art some instructions in the tragic character of "Medea," which she was about to sustain. "Inspire yourself with the situation," said she. "Fancy yourself in the poor woman's place. If you were deserted by a lover whom you adored, what would you do?" The reply was as unexpected as it was ingenious—"I would look out for another."

IN consequence of the inclemency of the weather, this forenoon, the afternoon performance advertised to take place at Chiarini's Circus, under the distinguished patronage of His Excellency the Governor, was postponed. The company, however, advertise that they will perform this evening (weather permitting), when it is to be hoped the talented Signor will be rewarded with a full house to make up for his afternoon's disappointment.

NOTWITHSTANDING the threatening look of the weather in the early part of last evening a fairly large audience assembled to witness the performance at Chiarini's circus at Bowington. His Excellency Major-General Sargent, and party from Head-quarter House were present, the performance being under the General's patronage. The programme was the same as that given on the previous evening and the performers were in capital form. Rain began to fall shortly before the conclusion of the entertainment, when His Excellency and party took their departure in their chairs, without coming in for more than a few drops of the watery element.

L. L. A. SAV, aged 30, a tinsmith by trade, was brought before Captain Thomsett this morning upon suspicion of having stolen bank notes to the value of \$1,300, from Mr. E. R. S. Sandys, the paymaster of the *Vitor Emanuel*, at the office of the Hongkong and Shanghai Banking Corporation. Mr. Sandys testified to having gone to the bank at 11.10 a.m. yesterday and having received \$2,800, \$1,300 of which being in ten and five dollar notes he deposited on the counter. While conversing with the manager of the bank the money mysteriously disappeared. The facts of the case were once reported to the police and John Prior, P.C. No. 65, was detailed to hunt for the money. Constable Prior deposed to having seen the prisoner change some money in a money changer's shop at No. 211, Queen's Road, and while so doing he found about 400 dollars in ten dollar bank notes, in parcels of 10 notes each, upon the person of the prisoner whom he took into custody after a deal of trouble as the prisoner was very turbulent. Mr. Sandys, upon being recalled stated that the 10 dollar notes were in packages of ten each. The magistrate remanded the case until the 4th proximo, at 10 a.m.

THE death of the Rev. Josiah Henson, the original of Mrs. Stowe's "Uncle Tom," at Dresden, Ontario, is announced by the *American papers*. He was born in Maryland, on June 15, 1789; but the most trying of his experiences as a slave, happened in Kentucky. He was sold from master to master, his pedigree being given the same as that of a horse. He bought his freedom, but was taken back into slavery again. He was sent to New Orleans in 1829, and was separated from his wife and children. He then determined to escape, and joining his wife and family near Louisville, he travelled to Canada on foot, carrying two of his children in a knapsack. The story of his escape was printed in the papers, and utilized by Mrs. Stowe in her "Uncle Tom's Cabin." Mr. Henson came to England some years ago, and had an interview with the Queen, who gave him her photograph. He had forty-four grandchildren and about a dozen great-grandchildren. He suffered from paralysis, brought on, as he believed, by the cruel beatings he received as a slave. On one occasion his master, immortalised as "Legree," broke both his arms with a cudgel. Yet Mr. Henson, it is stated, was cheerful and jovial to the last, despite his past sufferings, his infirmities, and his age.

LAI APING, a coolie, and Wong Atun, a married woman, were brought before Captain Thomsett this morning on a charge of having in their possession a large quantity of unwholesome pork quite unfit for human food. Inspector Grimble stated that he saw the woman in Square Street yesterday slicing the pig's carcass. On examination it turned out to be putrid meat, so he arrested the lady. As he went inside the defendant's house there was half of the hog on the floor in course of being dressed. The woman said at the station that the pork did not belong to her but to a man. Inspector Grimble went back to the house and searched it thoroughly when he found two hundred weight more of the stuff pickled and placed in jars. The first defendant then came forward claiming the meat as his, so he took him to the putrid pork by saying he had picked up the car-cass at Lap Sap Wan where it was floating in the water. The Inspector said that the meat was in such a state of decomposition that he had caused it to be buried last evening, at a cost of \$4.10. Mr. Lai Aping stated in his defence that he was in co-partnership with Wong, the second defendant, and that he brought the dead animal to be cured and dressed as he intended selling it in the country. The second defendant said the pork was not hers. Captain Thomsett thought they were both guilty, and that they would have to suffer alike, so he fined the worthy couple in the sum of \$30 apiece with the option of doing one month's imprisonment with hard labor. He further ordered the burial expense to be paid by the two partners, in default of which they were to undergo a week's further seclusion in the "Abode of Bliss." The enterprising vendors and manipulators of natural deceased swine flesh went into retirement.

Our readers are reminded that the steamer *Honan* will leave at 8 a.m. to-morrow morning for a special excursion to Macao, returning from Macao on the return trip at 4 p.m.

CHUN KUM SING—House Robbery—Property of Yung A Hing—Value \$3,700—Remanded twice—Convicted previously, once—Now at the "Ranch" for 6 months.—Brevity is the soul of wit. Q.S.

It is reported that four ships clothed with 11 in. armour are about to be purchased or constructed in England for the Greek Government. These, it is expected, will be more powerful than any vessels in the Turkish navy. It was chiefly with the view of providing for their construction that M. Tricoupi's heavy Budget was lately voted.

A SCHOOL teacher came to grief yesterday for being found in possession of two tins of opium in its prepared form, without having the opium farmer's valid certificate. Captain Thomsett, who heard the case, ordered the *maestro* to ante up a fine of 50 cents and advised him to leave opium alone and stick to his legitimate calling.

We are obliged to "Justice" for his good opinion; but it would serve no useful end to publish his letter. Whether the decision in the late libel case was correct or not, we had only ourselves to thank for the result. We quite agree with the advice tendered us by hundreds of our friends in the colony, that we degraded ourselves by stooping to notice what was published in the *China Mail*. We are not likely to err in a similar fashion again.

FOCHOW.

The regatta, to which we alluded in last week's *Herald*, came off at Pagoda Anchorage on Thursday last the 14th instant, and although the weather was very inclement for the occasion, still an enjoyable day was spent.

We learn that a telegram was received in Shanghai on Saturday last, from the North, giving instructions to the Imperial Commissioner, Li Hung Chang, concerning the French difficulty, to the effect that China must be treated with honour as regards Annam, and if otherwise, Li is to make war upon France.

Since the *Herald's* last issue, in which we alluded to the almost unprecedented sudden rise in the price of rice, the latter went up still higher. A large quantity, however, arrived by the steamship *Hao Shin*, and more is expected from Ningpo; and other ports, by junks which should have arrived ere this, but have evidently been weather-bound. We are pleased to find that the prices lowered almost to their ordinary rate upon the *Hao Shin* reaching Pagoda.

On Sunday evening last, a lekin officer met with a horrible death within a short distance of the Settlement. It appears that the former being suspicious of two chair coolies having opium concealed under their clothing, arrested and searched them. Failing to find any excisable article, he was about to let them depart in peace, when both of the accused attacked him, and although not possessed of weapons, succeeded in effecting his murder. It appears, according to the Chinese law (?), that no provision is made for punishment in cases of this description; the same being looked upon as justifiable homicide.

The Eastern Extension, Australasia and China Telegraph Company, successfully placed the Hong Kong end of their cable in a bulk lying off Sharp Peak on Saturday last, and on the following day the Shanghai end was brought in. That the new cable will prove of the utmost service is beyond doubt, and it is only surprising that the exigency has been allowed to remain so long felt. Although perhaps it is to be regretted that the depot from which messages could be despatched instantaneously is not actually situated in Fochow, still the extra time occupied in transmission by water to Amoy, and steam launch to Sharp Peak, will be slight as compared to the inconvenience, probably, however, the energetic Superintendent (Mr. Rentsch) may eventually see his way clear to recommend to the Company some feasible method by which more direct communication can be obtained, and such would save a large annual expenditure to the Company, and would, we might hope, lessen the rates for messages. The erection of a land-line, which we believe was at first contemplated, would ever have rendered the transmission of messages an uncertainty, as scrupulous natives would have been incessantly causing obstruction, and in all probability converting the wire into nails, the timber into firewood, and turning to some mysterious account even the insulators. A cable line, however, may be considered comparatively free from liability to obstruction, as only sheer mischief would induce the native fishermen to grapple, and sever the same, as there would be little or no accruing benefit. The whole of the Treaty Ports, with the exception of Amoy, as Newchwang, will in the course of a few months time, and in the present progressive age, even these two ports will, we believe, long remain conspicuous by isolation.

The Chinese examinations, recently held at Peking, at which no less than five hundred Fochow students presented themselves for qualification in various branches, were of an exceptionally difficult character. The perfect knowledge of Chinese history is considered as only a kind of preliminary to real study, and knowledge of its extensive and complicated character, we can see some slight idea of the ordeal the student has to go through before he can obtain honours. At these triennial examinations, the whole of the eighteen Provinces are represented, and the average number of students who present themselves before the Government examining Commission, is about six hundred. The first examination is termed the *Shienwei*, the second the *Kyuen*, the third the *Chienan* and the fourth the *Shiao-Kyap*. The latter examination is usually conducted personally by the Emperor, about one hundred and fifty candidates being selected, and, as only fifty candidates can receive the fourth degree, the honour of gaining this is hardly even exceeded by its reward, which is usually some high official appointment with attaching large remuneration. Of late years, owing to the juvenility of the present Emperor, the Prime Minister has been deputed to conduct this examination in the young Emperor's presence. We learn that the representatives of Fochow were more successful than the students from the other Out-ports, and this bears out the theory that Fochow is *par excellence* the seat of learning in the Chinese Empire. The representatives of this port returned by the steamship *Hauhin*, and it is now the pleasure of those who earned honours to issue invitations not alone to relatives and friends, but to the most casual acquaintances, who in return send a sum not less than two dollars, and as a rule do not attend the banquet. As sometimes these invitations number as many as five hundred, the amount realized must leave a fair balance after paying the expenses of the Peking journey.

THE TEACHING OF PORTUGUESE IN HONGKONG.

(Translated from O *Macanese* of June 28th.)

We publish to-day a very interesting letter from Mr. COELHO REAL, ex-Colonial Secretary of this Government, in which is shown the necessity of seriously treating the question of teaching the Portuguese language to Portuguese children residing in Hongkong.

This study will never be of a certainty, a luxury for those children, such rather will it be a necessity for their intellectual development; for the simple reason that Portuguese is their mother tongue, the means of conveying primary ideas to their children, and it is through its idioms that such children commence to think for themselves.

Just as much in Hongkong as in Macao do these children converse, in their own house, in a defective tongue, scant of words, despising all grammatical routine, and destitute of logical construction. As a consequence, not alone are their thoughts confused and idiotic; they do not even acquire the habit of conceiving their ideas, or of expressing themselves clearly and definitely, so that they address each other in monosyllables or very short phrases, and great difficulty is experienced in narrating with fluency a story or a tale.

This paucity of words, leaving but little for the intellectual development of ideas, has the result that there are but very few of our compatriots who can write with facility and correctness either in the Portuguese or English language.

In Macao we have no Central School programme to combat with this grave defect, by teaching the elementary classes the rudiments of the language; and we think that the difficulty will be most conveniently grappled with in Hongkong. We are of opinion that a good female teacher in the Italian Convent and a thoroughly efficient professor of Portuguese in St. Joseph's College would be all sufficient for the proper elementary instruction of the rising generation in their mother tongue. In the schools of our neighboring colony where Portuguese children are educated, the Portuguese language can never be the *lingua franca* through which are to be conveyed outside ideas; for reasons which are evident, it can only be an auxiliary study which will serve to convey the ideas of correct speaking, combining and verifying the primitive ideas which the children acquire in the bosoms of their families. The question then arises, presuming that our ideas as to the necessities of the case are correct, where the means are to be obtained to pay for this female teacher and experienced professor of the Portuguese language?

Among the rich Portuguese community of Hongkong, the necessary resources could be found. A powerful and patriotic society could raise without difficulty a sufficient fund for this end. And this is the sufficient fund which appears to be possible. It will be useless to expect a subsidy from the Portuguese Government. Even in Macao the Portuguese Government treats with indifference, and even tries to depreciate this important question of public instruction, notwithstanding the continued clamour about the matter, as is well known.

To the constant demands of the people of Macao, the Government of Lisbon issued two pompous decrees re-organizing our College of St. Joseph, but without sending teachers or means for the maintenance of them.

If such be the treatment of the Macao Portuguese by the Portuguese Government, how can we expect that the Portuguese community of Hongkong will receive the attention of this Government?

How pitiful it is that in this Portuguese territory of Macao there is not one professor of Portuguese! This is all-sufficient to show up our Government; and to lead us to hope for the support of the Portuguese community of Hongkong.

FAILURE ON THE LONDON STOCK EXCHANGE.

The *Financial* says the disastrous Stock Exchange failure of Messrs. Turtons and Howland, which produced so great a sensation, becomes infinitely worse and more creditable in all its surrounding circumstances the more it is looked into. The meeting of creditors has been held, and the state of affairs disclosed excited a feeling of amazement and almost consternation. The "differences," or absolute uncovered liabilities of the firm were roughly estimated in the "House" at £100,000 besides about £20,000 on "I.O.U.s." but it is now said, and is scarcely the statement, "seem," that the floating indebtedness of the latter form—that is "I.O.U.s."—represents no less a sum than about £100,000. The consequence is that the uncovered liabilities under both heads reach an aggregate of something like £200,000, and, against this enormous amount, the total available assets are only £120,000—a sum which, may well be imagined, will be largely reduced by the inevitable expenses of the liquidation. The failed firm were engaged in no less than 166 different stocks, representing an aggregate of Stock options about two-and-a-half millions of pounds, and the North Staffordshire Railway Ordinary Stock alone, the amount held by them on speculation—of course on borrowed money—is about £900,000; so that a very large proportion of the Ordinary capital of the line—the total of which is £3,250,000—has come into their possession. No further evidence is needed that this failure is the largest recorded in the Stock Exchange in modern times—certainly for the last twenty years. The shock to confidence has been proportionately huge. Many of the members do yet stand firm, and stand as we have many of our accounts have still been closed. In the case of the enormous amount of North Staffordshire Railway Stock held, many months must elapse before the investing public can be expected to come in and take it from the hands of the money-brokers who had made advances upon it, and in whose possession it now rests, these brokers thus holding the position of involuntary "bulls." The consequence was a general and severe fall in nearly every class of public securities, the sound and the speculative suffering almost alike. The feeling of depression was the greater, because the present "account," being an unusually long one, much suspense must naturally be felt until the next settlement. In the meantime, rumours, for which the result will probably show that there is little foundation, are industriously circulated that monetary facilities will be granted by the banks. One of the most unsatisfactory features in connection with the present depressed state of things is the free dissemination of reports prejudicial to the credit of other Stock Exchanges; these are too heavily lilt to be able to bear up under the losses now incurred, and the whole of which, it is evident, must fall upon the Stock Exchange. It is to be hoped that these adverse rumours will likewise be nullified by the event, on account of the strength of the firms prominently engaged as purveyors of money to the catastrophe will doubtless be the abolition of the system of lending money on "I.O.U.s." of the system, which, as we have said, can be easily abused, and which is in itself excessively dangerous for, as we said, the practice in the Stock Exchange is that holders of "I.O.U.s." are not paid until all the "differences" on the ordinary transactions of a defaulter are met.

The Hongkong Telegraph.

No. 443.

SATURDAY, JUNE 30, 1883.

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Degrees fire test, a perfectly safe Oil.

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Hongkong, 29th May, 1883. [340]

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Hongkong, 25th May, 1883. [83]

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HEAD OFFICE,
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Hongkong, 1st February, 1882. [106]

THE UNDERSIGNED have been appointed AGENTS for the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBERG & CO.
Hongkong, 15th June, 1881.

RECORD OF AMERICAN and FOREIGN SHIPPING.

ARNHOLD, KARBERG & CO.
Agents.
Hongkong, 15th June, 1881. [470]

GENERAL NOTICE.

**THE ON TAI INSURANCE COMPANY,
(LIMITED)**

CAPITAL TAI, 600,000, EQUAL.....\$85,333.33-
RESERVE FUND.....\$70,528.27.

BOARD OF DIRECTORS.
LEE SING, Esq., LEE YAT LAU, Esq.,
LO YOK MOON, Esq., CHU CHIK NUNG, Esq.

MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [601]

NATIONAL MARINE INSURANCE ASSOCIATION, LIMITED.

The Undersigned as AGENTS for the above
are prepared to accept RISKS on MER-
CHANDISE by STEAMERS and SAILING VESSELS
from Hongkong, China, and Japan to all parts of
the world.

For further information apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 18th May, 1883. [593]

Notices of Firms.

NOTICE.

I HAVE this day Established myself as
MERCHANT & COMMISSION AGENT
at this Port under the name of FO SHUN
YANG HONG 行洋順保

CHONG QUAN SANG.
CHONG YUN STREET,
街中營

Canton, 1st June, 1883. [427]

Intimations.

NATURE'S DISINFECTANT, SANITAS.

JUST LANDED AND FOR SALE.

SANITAS POWDER and FLUID, and
various other ARTICLES prepared by the
"SANITAS" COMPANY.

Apply to **E. F. DE SOUZA,**
14, Wyndham Street.
Hongkong, 29th June, 1883. [510]

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

EXCURSION TO MACAO.

THE "HONAM" will make a Trip to Macao
and Back, TO-MORROW, the 1st July,
leaving Hongkong at 8 A.M. and Macao at 4 P.M.
First-class Fare to Macao and Back 2s. No
Second-class. Tickets to be purchased at the
Company's Office.

The Macao Hotel will be prepared to supply
breakfast to the Excursionists. A few can have
breakfast on board the steamer by leaving notice
at the office, addressed to the Purser, *Honam*, not
later than 5 P.M., on FRIDAY, the 29th inst.

By Order, **P. A. DA COSTA,**
Secretary.

Hongkong, 26th June, 1883. [504]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY MEETING OF
SHAREHOLDERS in the above Com-
pany will be held at the Company's Office, No.
45, Queen's Road, Victoria, Hongkong, on
THURSDAY, the 12th day of July, 1883, at
THREE O'CLOCK P.M., when the Resolution
Passed at the Extraordinary Meeting of the
Company held on the 19th day of June, 1883,
will be submitted for confirmation as a Special
Resolution.

By Order, **JAS. B. COUGHTRIE,**
Secretary.

Hongkong, 20th June, 1883. [490]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY MEETING OF
SHAREHOLDERS in the above Com-
pany will be held at the Company's Office, No.
45, Queen's Road, Victoria, Hongkong, on
THURSDAY, the 12th day of July, 1883, at
THREE O'CLOCK P.M., when the Resolution
Passed at the Extraordinary Meeting of the
Company held on the 19th day of June, 1883,
will be submitted for confirmation as a Special
Resolution.

By Order, **JAS. B. COUGHTRIE,**
Secretary.

Hongkong, 20th June, 1883. [491]

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS hereby given that an EXTRA-
ORDINARY GENERAL MEETING OF
the CHINA TRADERS' INSURANCE COMPANY,
LIMITED, will be held at the Head Office,
Victoria, Hongkong, on TUESDAY, the 3rd day
of July, 1883, at FOUR O'CLOCK, in the
AFTERNOON, when the Resolutions which were
passed at the Extraordinary General Meeting of
the Company held on the 12th day of June, 1883,
will be submitted for Confirmation as Special
Resolutions.

By Order of the Board, **W. H. RAY,**
Secretary.

Hongkong, 13th June, 1883. [461]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FIRST INTERIM BONUS OF TWENTY
per cent. upon Contribution for the year
1882 has this day been DECLARED.

WARRANTS may be had on Application at
the Office of the Society on and after the 21st
instant.

By Order of the Board, **DOUGLAS JONES,**
Acting Secretary.

Hongkong, 7th May, 1883. [400]

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE.

THE TRANSFER BOOKS of this Com-
pany will be CLOSED from the 25th to
the 30th instant, both days inclusive.

By Order of the Board of Directors, **J. BRADLEE SMITH,**
Secretary.

Hongkong, 18th June, 1883. [448]

HONGKONG AND CHINA GAS COMPANY LIMITED.

THE TRANSFER BOOK of this Company
will be CLOSED from the 18th instant,
until the 2nd proximo, both days included.

HENRY R. H. MARTIN,
Manager.

Hongkong, 14th June, 1883. [468]

NOTICE OF REMOVAL.

**M. F. VINCENT'S WINE and SPIRIT
STORE** and also the BAKERY now at
No. 8, PRAY STREET, will be REMOVED from
1st July next, to No. 24, PRAYA CENTRAL.

Hongkong, 8th June, 1883. [451]

LOST.

ON WEDNESDAY AFTERNOON between
Murray Pier and Government House,
A GOLD LOCKET, with MONOGRAM and
Crest.

The Finder will be REWARDED, if necessary,
on RETURNING the same to the
"HONGKONG TELEGRAPH" OFFICE.

Hongkong, 4th April, 1883. [350]

MACAO.

WANTED TO RENT.

FOR Two Months during the Summer, a
FURNISHED RESIDENCE in MACAO—
the Praya Grande preferred.
Send Particulars to
C. B. A.
Care of *Hongkong Telegraph*.
Hongkong, 21st June, 1883.

Intimations.

"NOVELTY STORE," MARINE HOUSE, QUEEN'S ROAD.

JUST RECEIVED.

A SMALL CONSIGNMENT OF MALTESE LACE AND SILVER FILIGREE WORK,
COMPRISING—

White and Black Silk Trimming Lace.
" Cotton Trimming Lace.
" Silk Handkerchief Border.
" Silk Circular and Square Doyleys.
" and Black Silk Fichu.
" Silk Parasol Cover.
" Cotton Parasol Cover.
" Silk Veil and Scarf.
" Silk Collar and Cuffs.
" Silk Collar Breast Pendant.
" Silk Collar Breast Pointed.
" Cotton Collar Breast Pointed.
" and Black Silk Necktie.
" Silk Mittens.

Silver Filigree Pendant, St. John's Cross & Crown.
" Earrings to match the above.
" Fancy Pendant.
" Plain Chain Necklet.
" Fancy Locket.
" Fancy Bracelet.
" Brooch (Love Knot).
" (Marguerite).
" (Slipper).
" (Shell).
" (Circular).
" (Fan).
" (Lily).
Earrings to match the above.

AN INSPECTION IS RESPECTFULLY SOLICITED.
ANY OF THE ABOVE ORDERED THROUGH THIS "STORE" WILL BE
CHARGED FOR AT COST PRICE.

S. MEYERS,
MANAGER.

Hongkong, 11th June, 1883. [28]

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

WE ARE NOW SHOWING EX "GLENFALLOCH."

NEW FOULARD and BROCHIE SILKS.
Brown and Green SILK LAVENTINE for Re-
covering UMBRELLAS.

NEW WHITE DRESS MATERIALS in Great
Variety.
EGYPTIAN and VICTORIA BAWNS.

DRESS SATEENS in every Colour.
White Swiss Checked DRESS MUSLINS.
Boys' GALATEA, HOLLAND, DRILL, and
FLANNEL Washing Suits in every size.

A LIBERAL DISCOUNT FOR CASH.
SAYLE & CO.,
VICTORIA EXCHANGE, HONGKONG.

Hongkong, 20th June, 1883. [249]

KELLY & WALSH

HAVE JUST RECEIVED

AND HAVE NOW ON VIEW, A CONSIGNMENT OF VERY SUPERIOR

OLEOGRAPHS

MASSIVE GILT FRAMES,
OF ENGLISH MANUFACTURE, EMBRACING SECULAR AND SACRED SUBJECTS
FROM PICTURES BY THE GREAT ARTISTS.

SUBJECTS.

THE MADONNA AND CHILD—AFTER
RAFFAELLE.
THE DESCENT FROM THE CROSS—
AFTER REUBENS.
THE DEATH OF ST. JOSEPH.
SIMEON IN THE TEMPLE.
DAVID AND THE LION.
SPRING.
AUTUMN.
WINTER.
THE FLOWER SELLER.
THE FORTUNE TELLER.
CRUSHED BY ICEBERGS.
THE OLD WOMAN AND THE SHOE.
MORNING JOY.
ST. NICHOLAS EVE.
LOST IN THE PRAIRIE.

THE DEER'S BAITING GROUND.
THE CHICKEN'S SERMON.
WIDE AWAKE.
ANGEL'S OFFERING.
LANDSCAPE AND CATTLE.
BEATRICE CENCI.
THE INSPECTOR'S VISIT.
AN ANATOMICAL LESSON—AFTER
REMBRANDT.
REMBRANDT AND HIS WIFE.
OUR DARLING.
DREAM ON.
DORTRECHT.
EVENING SCHOOL.
GERMAN LANDSCAPE.
SHAKESPEARE'S BEATRICE.
IN THE FIELDS.
THE RABBITS. GODESBURG.

IMPORTANT NOTICE.
A FEW COPIES ONLY OF MR. COLQUHOUN'S NEW BOOK,
"ACROSS CHRYSÉE"
WILL ARRIVE BY THE NEXT MAIL.
Intending Purchasers should Register their orders AT ONCE to Secure Copies.

KELLY & WALSH—HONGKONG.
Hongkong, 23rd June, 1883. [560]

W. BREWER.

HAS JUST RECEIVED.

**MEERSCHAUM CIGAR AND CIGARETTE HOLDERS.
NEW CIGARETTES AND TOBACCOS.**

CHEAP ACCOUNT BOOKS in Great Variety.
FASHIONABLE FANCY STATIONERY IN BOXES; Very Cheap.
THIN OVERLAND BOOK, LETTER, and NOTE PAPERS and ENVELOPES,
at a Cheaper Rate than can be laid down from London.

LETTER BOOKS, WATER WELLS, RULERS, and COMMERCIAL REQUISITES,
OF EVERY DESCRIPTION.

NEW BOOKS.
A Quantity of FRANKLIN SQUARE and SEASIDE LIBRARIES.
WALSH'S MODERN SPORTSMAN'S GUN AND RIFLE.
WHO'S WHO?
STATESMAN'S YEAR BOOK.

GILDER'S ICE PACK AND TUNDRA.
LAWN TENNIS SETS.
CRICKET
SULLIVAN'S NEW OPERA "IOLANTHE."

SQUEEZER PLAYING CARDS AND
MARKERS.
BEZIQUE.

W. BREWER,
QUEEN'S ROAD.

Hongkong, 19th June, 1883. [703]

FOR SALE.

THE OWNER being about to retire from
Business is open to negotiate for the Sale
of the GOOD-WILL, FITTINGS, and FURNI-
TURE Complete of the Old Established and
well-known establishment known as the "NA-
TIONAL HOTEL," situated at Nos. 222 and 224,
Queen's Road Central. The House contains TWO
BILLIARD TABLES (one English and one
American) which are in first-class condition.
For further Particulars apply to
JOHN OLSON,
National Hotel.

Hongkong, 14th June, 1883. [467]

FOR SALE.

WOODBERRY COTTON CANVAS
No. 1 to 10.
WOODBERRY RAVENS DUCK, 8 to 12 oz.
U.S. HAMMOCK DUCK, 42 Inches Wide.
"AMERICAN COTTON DRILL."
COTTON TWINE—5, 6, 7, 8 Fold.
HENRY'S CANVAS, No. 1.
WILLIAM DOLAN,
21, Praya Central.

Hongkong, 21st June, 1883. [493]

Shipping.

STEAMERS.

**THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.**

FOR MANILA (DIRECT.)
THE Company's Steamship.

"DIAMANTE,"
Captain Cullen, will be despatched for the above
Port, on MONDAY, the 2nd July, at 5 P.M.

For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 28th June, 1883. [509]

**NOUVELLE COMPAGNIE MARSEILLAISE
DE NAVIGATION A VAPEUR.**

FOR SHANGHAI.
THE Steamship

"AMERIQUE,"
Jouvé, Commander, will be despatched for the
above Port, on or about the 2nd proximo.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 29th June, 1883. [505]

FOR SYDNEY AND MELBOURNE,
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to NEW
ZEALAND, NEW CALEDONIA,
TASMANIA and Fiji).

THE Eastern and Australian Steamship
Company's Steamship

"MENMUIR,"
will be despatched as above on THURSDAY,
the 5th July, at FIVE P.M.

Parcels (all of which must be sent to our Office)
will be received up to 4 P.M., of the day previous.
Contents and Value of Parcels must be declared.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 25th June, 1883. [484]

FOR SYDNEY AND MELBOURNE,
(Calling at PORT DARWIN, THURSDAY ISLAND,
COOKTOWN, TOWNSVILLE, and BRISBANE,
and taking through Cargo to ADELAIDE,
NEW ZEALAND and TASMANIAN
PORTS, NEW CALEDONIA
and Fiji).

THE Steamship

"NAPLES,"
Captain Willis, will be despatched as above
on FRIDAY, the 6th July, at DAYLIGHT.

For Freight or Passage, apply to
GEO. R. STEVENS & Co.,
Agents.

Hongkong, 20th June, 1883. [489]

**NOUVELLE COMPAGNIE MARSEILLAISE
DE NAVIGATION A VAPEUR.**

THE Steamship

"AMERIQUE,"
Jouvé, Commander, will sail on or about
the 18th proximo for MARSEILLES, SAIGON,
ADEN, and SUEZ, and with leave to call at
PENANG and TUTICORIN. In connection
with these Steamers the Company runs a Line
from MARSEILLES to HAVRE and LONDON,
leaving MARSEILLES after arrival of the
Steamer from CHINA.

The Company also runs Steamers regularly
from MARSEILLES to numerous Ports in the
MEDITERRANEAN and BLACK SEA, by
which through freight may be booked.

The Company has a Forwarding Agency at
Paris, 9, Rue de Rougemont, giving special
facilities to Shippers.

Each Steamer carries a Surgeon and
Stewardess.

FARES. 1ST CLASS. 2ND CLASS.
Hongkong to Marseilles \$300 \$240.

RETURN TICKETS are now Granted by
the Steamers of this Line available for the
undetermined periods, to be reckoned from the
date of arrival at Marseilles of the Steamer for
which the Ticket is issued to the date of re-
embarkation there of the Holder of the Ticket.

6 Months.....\$520.....\$410.
12 ".....560.....445.
Special rates are arranged for families.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 27th June, 1883. [505]

SAILING VESSELS.

FOR HAMBURG (DIRECT.)
THE 3/3 A.L.I. Danish Brig

"FANO,"
M. N. Mortensen, Master, will load here for the
above Port, and will have quick despatch.

For Freight, apply to
PUSTAU & Co.,
Agents.

Hongkong, 31st May, 1883. [418]

FOR LONDON (DIRECT.)
THE A 1 Austrian Barque

"DIO FILI,"
Bernedich, Master, will have quick despatch.

For Freight, apply to
G. R. LAMMERT,
Agents.

Hongkong, 26th May, 1883. [409]

FOR NEW YORK.
THE American Ship

"RESOLUTE,"
Nickels, Master, will load here for the above
Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.,
Agents.

Hongkong, 16th June, 1883. [477]

FOR SAN FRANCISCO.
THE 3/3 L. I. American Ship

"McLAURIN,"
Little, Master, will load here for the above Port,
and will have quick despatch.

For Freight, apply to
RUSSELL & Co.,
Agents.

Hongkong, 22nd June, 1883. [495]

FOR SAN FRANCISCO.
THE 3/3 L. I. American Bark

"ADOLPH OBRIG,"
Staples, Master, will load here for the above
Port, and will have quick despatch.

For Freight, apply to
RUSSELL & Co.,
Agents.

Hongkong, 9th June, 1883. [494]

Mails.

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